



II Seminário do Grupo de Estudos em Inglês Aeronáutico



A39-WP/249 Working Paper
The Need for Revision of Annex 1 Language
Proficiency SARPS for Pilots and Air Traffic Controllers

→ **Angela Garcia – angela.garcia@anac.gov.br**

Objetivo

- Apresentar no II Seminário do GEIA o A39-WP/249, estudo elaborado pela ANAC e apresentado à 39ª Assembleia da ICAO; e
- Discutir o resultado do Working Paper, seu impacto na comunidade e plano de ação para o futuro.



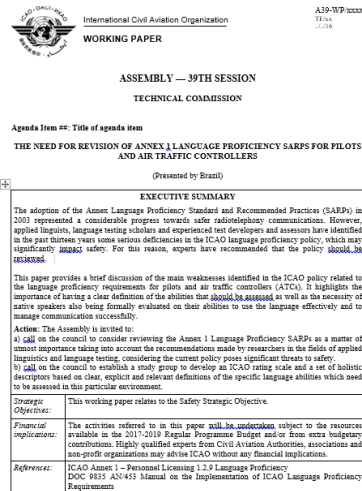
Roteiro

- Executive Summary
- Introduction
- Discussion
- Conclusion
- The Assembly
- The impact on the community
- Now what?

Action: The Assembly is invited to:

a) call on the council to consider reviewing the Annex 1 Language Proficiency SARPs as a matter of utmost importance taking into account the recommendations made by researchers in the fields of applied linguistics and language testing, considering the current policy poses significant threats to safety.

b) call on the council to establish a study group to develop an ICAO rating scale and a set of holistic descriptors based on clear, explicit and relevant definitions of the specific language abilities which need to be assessed in this particular environment.





- ➔ The PRICESG produced fair material.
- ➔ No matter how responsible test developers are in order to make sure their tests are valid and reliable, “problems with a test or associated procedures may only emerge once a test has been in operation for some time.”
- ➔ Test content, test administration and test marking need to be a monitored ongoing process so that they “can be improved in the light of their performance and of research and feedback”.
- ➔ The policy and the rating scale remain unchanged.
- ➔ Fair bit of criticism over the ICAO policy and the quality of its rating scale.

- The lack of a precise definition of the domain of English for radiotelephony communications.
 - What do we really need to test?
 - We need to define a clear test construct and then develop a rating scale that effectively represents this target language.
 - Some irrelevant descriptors were included whereas important abilities such as the assessment of some strategic competences were not taken into consideration.



- ➔ The current policy has put the burden of effective communication on non-native speakers
 - ➔ Native speakers do not need to be formally evaluated
 - ➔ Both native and non-native speakers are accountable for communication problems.
 - ➔ The assessment should test linguistic awareness, the ability to successfully manage communication, and also “the abilities to accommodate their use of English in the context of intercultural communication”.



Annex 1 today	Proposal
<p>1.2.9.1 Aeroplane, airship, helicopter and powered-lift pilots and those flight navigators who are required to use the radio telephone aboard an aircraft shall demonstrate the ability to speak and understand the language used for radiotelephony communications.</p>	<p>Remains unchanged</p>
<p>1.2.9.2 Air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications.</p>	<p>Remains unchanged</p>
<p>1.2.9.3 Recommendation.— <i>Flight engineers, and glider and free balloon pilots should have the ability to speak and understand the language used for radiotelephony communications.</i></p>	<p>Remains unchanged</p>
<p>1.2.9.4 As of 5 March 2008, aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.</p>	<p>After Paragraph 1.2.9.4, another Paragraph with a deadline for the implementation of the new requirement will have to be included.</p>
<p>1.2.9.5 Recommendation.— <i>Aeroplane, airship, helicopter and powered-lift pilots, flight navigators required to use the radio telephone aboard an aircraft, air traffic controllers and aeronautical station operators should demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.</i></p>	<p>Remains unchanged</p>

Annex 1 today	Proposal
<p>1.2.9.6 As of 5 March 2008, <u>the language proficiency</u> of aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual’s demonstrated proficiency level.</p>	<p>After Paragraph 1.2.9.6, another Paragraph with a new deadline for the implementation of the new requirement will have to be included, as follows: “As of <i>(to be determined by ICAO)</i>, <u>the language proficiency, interactional competence and linguistic awareness</u> of aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall be evaluated.”</p>
<p>1.2.9.7 Recommendation.— The language proficiency of aeroplane, airship, helicopter and powered-lift pilots, flight navigators required to use the radiotelephone aboard an aircraft, air traffic controllers and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) should be formally evaluated at intervals in accordance with an individual’s demonstrated proficiency level, as follows:</p> <ul style="list-style-type: none"> a) those demonstrating language proficiency at the Operational Level (Level 4) should be evaluated at least once every three years; and b) those demonstrating language proficiency at the Extended Level (Level 5) should be evaluated at least once every six years. 	<p>Paragraph 1.2.9.7 should include an interval of assessment for Level 6 individuals. The intervals must be borne out by evidence. They will need to be verified by post hoc research aiming at investigating if the intervals align with actual language decay and, in case they do not, they have to be re-established.</p>
<p>Note 1.— Formal evaluation is not required for applicants who demonstrate expert language proficiency, e.g. native and very proficient non-native speakers with a dialect or accent intelligible to the international aeronautical community.</p>	<p>Should be deleted</p>
<p>Note.— The ICAO language proficiency requirements include the holistic descriptors at Section 2 and the ICAO Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale in Attachment A. The language proficiency requirements are applicable to the use of both phraseologies and plain language.</p>	<p>Should be clarified</p>

- Germany on behalf of all ECAC States and the US indicated their disagreement with the proposal.
- “The Commission discussed A39-WP249, presented by Brazil, that provided a case for a revision of the ICAO language proficiency requirements. While the paper presented perspectives that could be taken into account in future revisions of the provisions, the Commission was of the view that it A39-WP/514 P/44 Report on Agenda Item 35 35-5 did not present sufficient evidence that existing language proficiency requirements posed a safety threat. It might also be premature to undertake such a revision during the upcoming triennium. Implementation of the language proficiency provisions had required extensive efforts from the States and that changing the requirements at this point would add to the administrative burden since it would require retesting all licence holders in accordance with a revised rating scale. Ongoing support to States was still required and more data on the status of implementation of the language provisions was needed before they could be reviewed. It was determined that the need to revise the language proficiency requirements could be considered once additional implementation data was collected through the different initiatives of ICAO. When that occurred, the opportunity to consider provisions applying to emerging technologies should also be taken.” (from the “**Report of the Technical Commission on Agenda Item 35**”)



- ➔ Support from many people from all around the world including support from the International Civil Aviation Organization



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Brazil's Working Paper to ICAO Assembly about LPRs

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Brazil's Agência Nacional de Aviação Civil (ANAC) has submitted a Working Paper about the Language Proficiency Requirements for discussion at ICAO's 39th Triennial Assembly in Montreal, 27 September to 7 October, 2016:

The need for revision of Annex 1 Language Proficiency SARPS for Pilots and Air Traffic Controllers

"The adoption of the Annex 1 Language Proficiency Standard and Recommended Practices (SARPs) in 2003 represented a considerable progress towards safer radiotelephony communications. However, applied linguists, language testing scholars and experienced test developers and assessors have identified in the past thirteen years some serious deficiencies in the ICAO language proficiency policy, which may significantly impact safety. For this reason, experts have recommended that the policy should be reviewed.

This paper provides a brief discussion of the main weaknesses identified in the ICAO policy related to the language proficiency requirements for pilots and air traffic controllers (ATCs). It highlights the importance of having a clear definition of the abilities that should be assessed as well as the necessity of native speakers also being formally evaluated on their abilities to use the language effectively and to manage communication successfully."

from the Executive Summary of ANAC's Working Paper – August 2016

DUBROVNIK 2017: WORKSHOP

REGISTRATIONS NOW OPEN!

"The ICAO LPRs – 10 years on: Progress or Pain?"

An exploration of what has and hasn't worked since the introduction of the ICAO LPRs

Dubrovnik, Croatia – 24th & 25th April, 2017



Harbour, City Walls and Forts – Dubrovnik

ICAEA is pleased to announce its first event in 2017, an interactive 2-day workshop in Dubrovnik, organised in collaboration with **Croatia Control**.

More than a decade after the ICAO LPRs were announced in 2005, most international pilots and controllers have now been through at least two testing cycles. Have aviation communications improved?

Based on the success of our Workshop in the Azores in 2016, this event will include **Plenary Presentations**, interactive **Workshop Sessions**, **Q&A Panels** for follow-up discussion, and networking and social opportunities.





Angela Garcia

Civil Aviation Regulation Specialist na ANAC - Brazil's National Civil Avia...

THE NEED FOR REVISION OF ANNEX 1 LANGUAGE PROFICIENCY SARPS FOR PILOTS AND AIR TRAFFIC CONTROLLERS

Hi everyone,

I am very pleased to share with you the Working Paper on Language Proficiency that Brazil is submitting for discussion at ICAO's 39th Triennial Assembly:

http://www.icao.int/Meetings/a39/Documents/WP/wp_249_en.pdf

<http://www.icao.int/Meeti...> Exibir mais

Working Papers by Presenter

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- ➔ Submit another working paper for discussion at the 2019 ICAO Assembly.
- ➔ We need more implementation data and we will also need to address emerging technologies (i.e. CPDLC).
- ➔ Plan for the future: PhD - research accident/incident databases to build evidence to address the failings of the language provisions not only from the language testing world but also from the operational world.





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Agência Nacional de Aviação Civil - Brasil

Regulação
Fiscalização
Segurança Operacional
Certificação
Capacitação
Prevenção de Acidentes
Relações Internacionais
Desenvolvimento
Padronização
Homologação
Orientações ao usuário
Livre concorrência





→ Perguntas?



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